HONDA ServiceNews December 2005

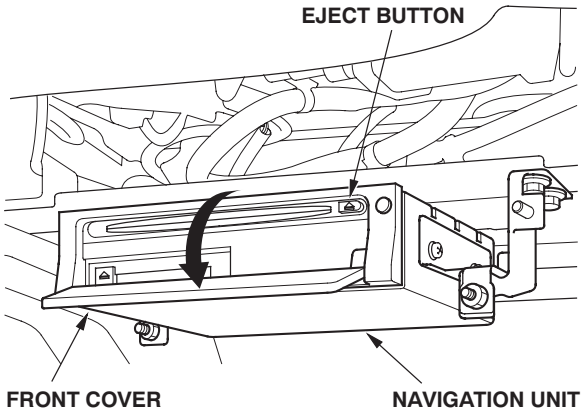
Rearview Image Is Delayed in Reverse or Stays On in Drive

NOTE: This article applies to '05 Odyssey EX-L and Touring models with the navigation system.

If there's a **10-second or more** delay for the rearview image to appear on the navigation system display screen when you move the shift lever to **R,** or the rearview image stays on for an extended period of time once you move the shift lever to **D**, you may need to update the navigation system software. Later software cuts down the delay time to **1 or 2 seconds** and keeps the rearview image from lingering with the shift lever in **D**. Here's what you need to do:

1. Check the software version that's listed on the **System Information** screen.
   - If the software version is 1.14.00, you've already got the latest software. Go to step 8.
   - If the software version is something earlier than 1.14.00, go to step 2.
2. Borrow a navigation DVD from a '05 Odyssey built after 3/3/05. That DVD is marked version 4.13c and has a *white* label.

   IMPORTANT: *Never* try this procedure using the navigation DVD from a '06 Odyssey (software version 4.31). It would rewrite the operating system software, making your customer's DVD unusable.
3. Start the engine, then open the front cover of the navigation unit under the driver's seat.



4. Press the **EJECT** button on the front of the unit, and remove the DVD.
5. Insert the borrowed DVD (software version 4.13c), and close the front cover. Make sure you leave the engine running while the data uploads to the navigation unit.
6. Select **OK** on the disclaimer screen.
7. Press the **EJECT** button, remove the DVD, and insert the original one. The navigation system now has the updated software (version 1.14.00).
8. Check the rearview image as you move the shift lever to **R** and then to **D**.
   - If there's an image delay of about **1 to 2 seconds**, this is characteristic for this software.
   - If there's still an image delay of **10 seconds or more**, replace the navigation unit.
9. Refer to page 23-67 of the '05–06 Odyssey S/M, and do a map match. (Online, enter keyword **NAVI**, and select **How to Troubleshoot the Navigation System (With Navigation)** from the list.
10. Return the donor DVD to the donor vehicle.

Can't Turn Ignition Switch? Check for Locked Steering

Got a service customer complaining he or she can't turn the ignition switch to start the engine? The reason could just be the steering column lock pin is engaged with the front wheels turned. Here's what typically happens:

Some folks use the steering wheel to help support themselves while climbing in or out of the vehicle. This is very common among elderly or disabled drivers. Doing this turns the front wheels, which twists the tires against the ground. The twisted tires apply torque to the steering column. With the ignition switch in LOCK (0), the steering column lock pin is engaged. But the applied torque on the steering column binds the lock pin, making it tough to turn the ignition switch. The ignition switch won't turn to ON (II) if the lock pin isn't disengaged from the steering column.

Tell your customer there's nothing wrong with the ignition switch itself. All he or she needs to do is turn the steering wheel from side to side while turning the switch. This usually releases the lock pin so the engine can be started. In some cases, though, your customer may need to give a good tug on the wheel. This could easily happen when parking on a hill and the wheels are turned sharply before the engine is shut off.

How to Tell a Bad FTP Sensor From an EVAP Leak

Troubleshooting a '01–05 Civic with DTC P0497 (EVAP system low purge flow)? When the fuel tank pressure (FTP) sensor doesn't respond to vacuum testing, it's really easy to think you've got a leak in the EVAP system. Here's an simple way to tell if the problem is just a bad FTP sensor or an actual system leak:

1. Connect the HDS to the 16P DLC. Turn the ignition switch to ON (II). Turn on the HDS.
2. At the screen prompts, enter the VIN (if you're asked) and the odometer reading.
3. From the **Select Mode** screen, select **Honda Systems**. From the **System Selection Menu**, select **PGM-FI**. From the **Mode Menu**, select **All Data List**.
4. Disconnect the two FTP sensor vacuum lines. Look at the **FTP Sensor** value on the display screen.
   - If the value reads between **2.45 and 2.55 volts**, go to step 6.
   - If the value doesn't read between **2.45 and 2.55 volts**, check the electrical connections. If you find any problems, fix them, then go to step 5. If the circuits are OK, replace the FTP sensor, then go to step 5.
5. Look at the **FTP Sensor** value on the display screen.
   - If the value now reads between **2.45 and 2.55 volts**, reconnect the vacuum lines and disconnect the HDS. Return the vehicle to your customer.
   - If the value still doesn't read between **2.45 and 2.55 volts**, go to step 6.
6. Connect a vacuum pump to the larger FTP sensor hose (the smaller hose is the FTP vent). Slowly squeeze the pump handle to pull a vacuum on the FTP sensor. Look at the sensor value on the display screen.
   - If the value changes, continue troubleshooting for DTC P0497.
   - If the value stays the same, the FTP sensor has a leak. Replace the sensor.

A/T Bearing Noise? Could Be a Bad Wheel Bearing Revised 1/9/06

This article applies to all '05 Odysseys, '06 Odysseys (Line 1) from VIN 5FNRL3...6B000001 thru 5FNRL3...6B012830, and '06 Odysseys (Line 2) from VIN 5FNRL3...6B400001 thru 5FNRL3...6B403543.

The noise from a bad front wheel bearing can easily be mistaken for a bad A/T bearing. So before you order a reman A/T, test-drive the vehicle to make sure which bearing is actually making the ruckus.

IMPORTANT: Make sure you test-drive the vehicle *on the road*; don't try this with the vehicle on a rack. You've got to apply load to the wheels.

Drive at the speed where the bearing noise is the loudest. Now pump the accelerator pedal to open and close the throttle, and listen to the noise. If it's a bad A/T bearing, you'll hear a change in pitch since the gears push away from each other, changing the load on the bearings. If it's a bad wheel bearing, the pitch will stay the same.

Move the shift lever to **N**, shut off the engine, and listen to the noise as the vehicle coasts. If it's a bad A/T bearing, you'll hear a change in pitch with the engine shut off. Go ahead and order a reman A/T. If it's a bad wheel bearing, you won't hear any change in pitch. Replace the bad wheel bearing.

Get Into the Habit of Doing a VIN Status Inquiry

We can't emphasize enough just how important it is to do a VIN status inquiry on the *i*N. It lists outstanding campaigns that need to be done on that vehicle. It's American Honda policy that any vehicle in for service must get all outstanding campaign repairs done as part of that service.

Doing a VIN status inquiry is quick and easy. From the *i*N main menu, just click on **SERVICE**, **Vehicle Information**, and then **VIN Status Inquiry**. Enter the VIN, and click on **Submit**. Any outstanding campaigns for that vehicle are listed. If there's a **C** to the right of the S/B number, that campaign has been completed.

Dead Power Socket? Keep Electrical Load Below Max

NOTE: This article applies to Japan-built '03–06 Accords, '05–06 Civic Hybrids, '02–6 CR-Vs, and '04–06 Insights.

The accessory power socket is made to handle a maximum electrical load of **120 watts (10 amps)**. Exceed that limit over a period of time, and the socket could overheat and cause an open circuit.

If you've got a vehicle in your shop with a dead accessory power socket, check for continuity between the center contact and the wire terminal. If you find an open circuit, remind your service customer to keep the electrical load **below 120 watts** or the problem could wind up happening again.

Right Third-Row Seat Floor Latch Misses Striker

If the latch for the right (passenger-side) third-row seat in a '05 Odyssey misses the striker in the floor when you raise the seat, replace the right rear frame (P/N 82136-SHJ-A01, H/C 7727910). *Don't* try to jury-rig the seat latch or the seat base frame to fix this problem; you *won't* get a lasting repair.

Accessory Third-Row Sunshade Brackets Fall Off

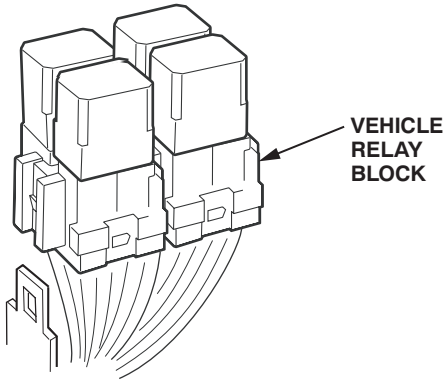
If the brackets on the accessory third-row sunshade in a '05 Odyssey come off, you need to order a new sunshade kit from Honda parts stock. The new kit (P/N 08R12-SHJ-100, H/C 7779747) uses larger brackets.

When you're installing the brackets, make sure the glass is clean and you press firmly on the bracket for at least **15 seconds** to ensure a good, solid bond with the glass. Then wait at least **24 hours** for the adhesive to cure before attaching the sunshade to the brackets.

VTM-4 Fuse Blows After Trailer Hitch Installation

If you're installing the accessory trailer hitch on a '06 Ridgeline, make sure you follow the installation instructions *to the letter*. In particular, don't ignore step 2, which tells you to disconnect the negative battery cable.

If you install the kit relay into the vehicle relay block with the battery still connected, you could cause a short in the VTM-4 circuit and blow the No. 4 (20A) VTM-4 fuse. That could prove a costly mistake. Fuse replacement and any resultant troubleshooting from that oversight *aren't* covered by warranty.



MIL On With DTC P0141 in '03 Accord L4s

Got a '03 Accord L4 in your shop with the MIL on and DTC P0141 [secondary HO2S (sensor 2) heater circuit] set? Check for poor connections or wire damage to the heater circuit. If the circuit is OK, then replace the secondary O2 sensor, and clear the DTC.

The sensor may have gotten damaged from internal corrosion to the sensor heater. You'll most likely run into this problem if your service customer lives or works in one of the salt belt states. The replacement sensors in Honda parts stock have been updated to prevent this problem.

Use the HDS to Troubleshoot A/T and PGM-FI DTCs

NOTE: This article applies to '03–06 Accords, '05–06 Accord Hybrids, '05–06 CR-Vs, '03–06 Elements, '05–06 Odysseys, '05–06 Pilots, and '06 Ridgelines. These models have on-board snapshot (OBS) capability.

Got some A/T or PGM-FI DTC troubleshooting to do? Make the HDS your troubleshooting work buddy. *Don't* go with a generic scan tool. Only the HDS can send freeze/OBS data to Tech Line. This data is crucial for monitoring market trends and helping to identify root causes of problems.

Don't Test-Drive With MIL On or D Indicator Blinking

NOTE: This article applies to '98–06 Accords, '96–06 Civics, '97–06 CR-Vs, '03–06 Elements, '99–06 Odysseys, '03–06 Pilots, and '06 Ridgelines.

When the PCM detects a malfunction that turns on the MIL, starts the **D** indicator blinking, or both, it can revert to a backup mode or "limp home" mode. This mode differs depending on the A/T design, the cause of the malfunction or DTC, or both.

When you test-drive a vehicle, make sure you first clear all A/T DTCs. You can't evaluate the A/T if the MIL is on, the **D** indicator is blinking, or both are on.

In backup mode, some A/Ts let you manually shift while others let you shift only to certain gears that apply to its particular backup mode. Here are some common symptoms you get in backup mode:

- Harsh upshifting and downshifting
- Vehicle starts in 2nd gear and then shifts to 4th gear
- Vehicle starts in 2nd gear and then shifts to 3rd gear

When an A/T is in backup mode, service customers commonly complain about low power or lousy acceleration because the vehicle starts in 2nd or 4th gear.

Guidelines to Avoid Needless A/T Replacement

Our factories and reman centers have been getting an increasing number of failed A/T cores that, after inspection, wind up checking out No Trouble Found (NTF). The inspection process typically includes a dynamometer test, an in-vehicle test, a high-temperature/high-pressure leak test, and often a thorough teardown analysis.

To avoid needless A/T replacement , make sure you follow these guidelines *to the letter*:

- **Test-drive the vehicle.** Unless there's an obvious problem, you've got to do a test-drive to check out your service customer's complaint. We're now requiring the name of the service tech who checked out the problem be entered on the Warranty A/T Order form in the **Customer Contention** field.
- **Check all fittings, lines, and hoses.** Many A/Ts get replaced for suspected leaks. Before ordering a reman A/T for a suspected leak, make sure all fittings, lines, and hoses are properly attached and any suspected leak just isn't residual ATF from an earlier service. Use a pressure washer to thoroughly clean the A/T, then check for leaks using Met-L-Chek D-70 Developer while following all manufacturer's instructions. Use a felt-tip marker to circle the location of any leaks you find.
- **Do a full vehicle inspection.** If your customer's complaint is about noise from the A/T, make sure other components such as worn tires or bad wheel bearings aren't the culprit.
- **Use only Honda ATF-Z1.** There's only *one* ATF that's suitable for Honda A/Ts, and that's Honda ATF-Z1. Use of non-Honda ATF could result in poor shift quality or lockup clutch judder.

Impact Wrench On Axle Nuts: A *Big* Taboo

Never use an impact wrench to torque axle nuts. Modern pneumatic impact wrenches can whip up a whopping **500 to 600 lb-ft** of torque. Axle nuts that are too tight can break the snout off the CV joints. They also increase rolling resistance in the wheel bearings. This not only cuts fuel economy, but causes excess preload that can lead to premature bearing wear and noise.

Fogged or Discolored Paint Under Wrap Guard

Moisture trapped under the plastic or white wrap guard can make the paint look fogged or discolored. Fortunately, there's an easy fix for this problem. Just carefully warm the paint with a hair drier or heat gun, and the moisture evaporates. To prevent damage to the paint or any plastic or rubber parts, don't let the drier temperature exceed **150°F**. You may need to do this heat treatment more than once, so just be patient.

S/M Fix: VSA Modulator Replacement, '05–06 CR-V

You need to tweak step 7 on page 19-101 of the '05–06 CR-V S/M. When replacing the VSA modulator-control unit, you've got to do the neutral position memorization procedure. If you don't, the VSA indicator stays on. Change step 7 to read like this:

7. Do the VSA sensor neutral position memorization, then start the engine, and make sure the ABS and VSA indicators go off.

Mark up your copies of the S/M to reflect this change.

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ASN 31535-31696 (0601)

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